

which has a regular tariff to points west; and to compare the rates so charged with those in force in Dakota and Minnesota.

We were unable to find mileage tariffs existing between points in the East. There may be and no doubt there are such tariffs but we have been unable to find them.

As you will readily understand it has involved a very large amount of labor in getting together these different tariffs and comparing them. The Secretary of the Board has been employed upon them and I will submit to you the utmost that we have been able to find and work out during the time we have had at our command.

In comparing the rates charged under this tariff with those in force in Dakota, especially, I would not for a moment admit that the latter rate would be at all satisfactory to this country, It is not satisfactory to their own people, and at the coming session of the Legislature it is expected that relief in that direction will be obtained.

My main comparison must be with the rates of the C. P. R. Eastern Division, but it is interesting to take the rates of Minnesota and Dakota as showing how, even in comparison with them, we are overcharged.

By the table submitted it will be seen that there is little difference for the first 20 miles. The comparison I make is for ten points, commencing at 50 and ending at 600 miles, and the charges made on the Western Division of the C. P. R. on the whole, is an average advance of $17\frac{1}{2}$ per cent. upon this charge in Dakota ranging from 10 per cent. at 50 miles, 30 per cent. at 100 miles, back and forth, making an average as above stated.

Taking the same number of points between the same distances they are an addition of 35% over those in force in Minnesota, ranging from 20% on a haul of 50 miles back and forth; 38% on 400 miles; 40% on 500 and 50% on 600 miles; the greatest per centage of the difference being on the longest haul.